



Pilot Meeting 25 AUG 20

DO: Lt Col Adam Boyd



Overview

- CAP Standards
- New Pilots
- Proficiency
- Check Rides

CAP Standards

- CAPR 70-1 (Regulation)
 - Acts as a “supplement” to CFR part 91
 - Rules for everyone
 - Hard to update, requires staffing with CAP-USAFA
- CAPS 71 Series (Training)
 - Governs training and proficiency
 - AR Wing cares about
 - CAPS 71-1 (Airplanes)
 - CAPS 71-4 (AFAM Proficiency)
 - CAPS 71-5 (CAP Proficiency)
 - Syllabi listed MUST be used

CAP Standards

- CAPS 72 Series (Evaluation/Programs)
 - Governs check rides 72-5/72-6
 - Governs mission symbols 72-2
 - A Missions
 - B Missions
 - C Missions
- CAPS 73 Series (Procedures)
 - 73-1 (Airplanes) governs flying
 - Checklists and briefing guides **MUST** be used
 - Will be evaluated on check rides
 - Most pilots have no idea this document exists

CAP Standards

- Why?
 - Easier to update, require less coordination
 - Standardizes operations across CAP
 - Easy to operate with other units
 - Customers get similar expectations and results
- What was wrong with the “old way”
 - Moving between wings was not easy
 - Some customer’s expectations were not met
 - CAP noted a trend in accidents over the past decade
 - Investigations found widely different programs in different regions of the US
 - CAPF 5 pass rates were 100% for years in some wings
- CAP Standards require frequent review as changes are “easier” and more numerous
 - Check eServices announcements
 - Try to update e-readers often for stagnate documents

New Pilots

New pilot off the street say “I want to be a CAP Pilot”... what do you do?

- Review their pilot history
 - Do they qualify to be a CAP pilot?
 - Medical, Certificates, Flight Review, 90 day currency
 - Do they qualify as an Orientation Pilot or Transport Pilot?
 - GES Qualification (EASY), 100 hours PIC, 200 hours PIC, 50 hours cross country?
 - Do they have a High-Performance Endorsement
 - Do they have G1000 experience (Within the past three years)
 - Submit for credit for VFR training
 - IFR training credit will not be extended unless pilot displays exceptional IFR experience in past three years

New Pilots

New pilot off the street says “I want to be a CAP Pilot”... what do you do?

- Develop a plan
 - Get the pilot checked out as a CAP VFR pilot in the easiest aircraft you have available
 - If you have a C-172, do not wait to perform the check ride in a C-182. Get them in a CAP plane and flying
 - If you have a round dial plane, do not wait for G1000 training, get them in a CAP plane and flying
 - Use CAPS 71-1 to train them for HP and G1000 (B23/B25 Mission Symbol) *Pilot Pays for Training*
 - Must use the syllabi provided
 - Must use both HP and G1000 syllabi if both endorsements are needed
 - Can be flown concurrent. Do not require individual sorties. Pay attention to required landings.
 - If DOV extends G1000 VFR training credit
 - Pilot may skip G1000 training
 - Pilot **HIGHLY ENCOURAGED** to take G1000 refresher training online
 - Check pilots will not differentiate in lack of CAP training in G1000

New Pilots

New pilot off the street say “I want to be a CAP Pilot”... what do you do?

- Prepare for check ride
 - Pilot qualifies for TMP or Orientation Pilot (*AF Pays for Training*)
 - Request A12 Profile 16 from CAPS 71-4
 - Enter sortie in WMIRS IAW CAPS 71-4, Sq/DO sends email to Wing DO for approval.
 - Wing DO will coordinate with CAP-USAF for approval
 - Please allow a minimum of three business days
 - CAP-USAF does not work on the weekend
 - Cleared to fly when sortie says “Pending Release”
 - Pilot DOES NOT qualify for TMP or Orientation Pilot (*Pilot Pays for Training*)
 - Request B12 Profile 16 from CAPS 71-4
 - Enter sortie in WMIRS IAW CAPS 71-4, Sq/DO sends email to Wing DO for approval.
 - Wing DO will coordinate with CAP-USAF for approval
 - Please allow a minimum of three business days
 - CAP-USAF does not work on the weekend
 - Cleared to fly when sortie says “Pending Release”

New Pilots

New pilot off the street say “I want to be a CAP Pilot” ... what do you do?

- Take check ride
 - Syllabi/Training/Preparation Rides complete
 - 90 day currency, flight review, IPC/instrument currency complete
 - Online exams complete
 - Documents and questionnaires complete
 - DO NOT request new pilot check rides via the Wing Ops page
 - Fly check ride as B7
 - Regardless of CFI experience, no pilot will be given an instructor rating on their first check ride
 - Check ride on B7 covers check pilot for “Air Force insurance”

Proficiency (TMP or Orientation Pilot)

- A12 Sorties (*AF Pays*)
 - Flown IAW CAPS 71-4
 - Pilots can request profiles once a month
 - If you flew a Profile 4 in August, you need to wait until September to request another
 - If you flew a Profile 4 in August, you can still ask for a Profile 10 if using a C-182
 - Request funding through Wing Ops page
 - Ensure three business days lead time
 - Inside three business days, Wing DO may not be able to approve.
 - Ensure backup date is viable
- B12 Sorties (*Pilot Pays*)
 - Flown IAW CAPS 71-4
 - Pilots can fly as many as they want
 - Does not affect A12 funding
 - Only requires Sq/DO or delegate approval

Proficiency (TMP or Orientation Pilot)

- Proficiency is for the PILOT
 - Other crewmember training is secondary
 - Crew member training is encouraged, but will not detract from pilot proficiency training
- Requests for funding are tied to the PILOT
 - A pilot may not fly two Profile 1s to accomplish training for two new MS trainees in the same month
 - Pilots, do not waste proficiency opportunities
- Pilots cannot train or supervise training of other crew members on A12/B12 sorties.

Proficiency (NOT TMP or Orientation Pilot)

- C12 Sorties (*Pilot Pays*)
 - Flown IAW CAPS 71-5
 - Pilots can fly as many as they want
- Any Pilot can fly C12s
 - IAW CAPS 71-5
 - *Corporate Insurance*
- C12 sorties are not AFAMs, training does not count towards mission credit.

Check Rides

- Check rides for new pilots can happen whenever the pilot is ready and the Sq/DO approves. (B7 Mission Symbol)
- Funded Check rides for CAP Pilots can be accomplished within 60 days of the due date (A7 Mission Symbol)
 - Must have all tests complete before requesting funding
 - Coordinate with check pilot first and agree on a date/time
 - Request funding via online portal
 - AR Wing DO will not approve more than two annual check rides with the same check pilot
 - AR Wing DO will allow check rides from other wings
- Check rides are evaluations, not training rides.
 - Be prepared
 - Embrace standards now, and check rides will be easy



Conclusions

- CAP Standards
- New Pilots
- Proficiency
- Check Rides